

UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION AND SAFETY BOARD

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In the matter of: :
: :
THE INVESTIGATION OF THE :
CAPSIZING OF THE WATER TAXI : Docket No:
LADY D IN BALTIMORE HARBOR, : DCA04MM015
MARYLAND :
ON MARCH 6, 2004 :
: :
INTERVIEW OF: :
: :
E.V. SEBECK, :
BALTIMORE FIRE DEPARTMENT :
: :
- - - - -x

NTSB
Office of Marine Safety
MS-10
490 L'Enfant Plaza East SW
Washington, DC 20594
Friday, March 12, 2004

The above captioned interview convened, upon agreement
of the parties at 8:55 a.m.

BEFORE:

Mariette Burer
National Transportation Safety Board

P R O C E E D I N G S

8:55 a.m.

MS. BURER: Okay, today is Friday, March 12th and it's five 'til nine. My name is Mariette Burer with the National Transportation Safety Board and to my left is:

LT. Barnofsky: Lieutenant Scott Barnofsky, Coast Guard Sector, Baltimore.

MS. BURER: And -

MR. SEBECK: E.V. Sebeck, Baltimore City fire department.

MS. BURER: Okay. Can you just tell me briefly what your general overall experience, work experience is?

MR. SEBECK: You're not talking about the ins and outs, you're talking -

MS. BURER: No, strictly -

MR. SEBECK: Yes, came in Baltimore City fire department October 5, 1981. Got out of the fire cab December 16th, same year, was assigned to Engine Company Number 37. Was there for approximately one year, transferred to Engine Company Number 6. I was there until 1992, at which time I came down to the fire rescue boat number one, and I've been here since '92.

MS. BURER: What kind of certification or training do you have to be able to get to a fire boat, or to be assigned to a fire boat?

1 MR. SEBECK: Basically what they do is they
2 bring you down and train you, on the job training,
3 which of course will begin with ... handling. Okay,
4 even though this person may say I'm this or I'm that,
5 I'm this and that, you know, it's - it's made sure that
6 they are up to what they say and are brought up to
7 speed on any areas that ...

8 MS. BURER: Okay, can you take from what a
9 normal day is like for you, like for a Friday, not
10 Saturday - so I'm taking it the day before the actual
11 incident, what time you arrived, what you did during
12 the day, and what time you go to bed?

13 MR. SEBECK: Okay, well, to start off with
14 the day before. The day before we worked two ten hour
15 day shifts, followed by two 14-hour night shifts. The
16 day would have been the second day in, to be followed
17 by a 24-hour off period, followed by 14 hour night
18 shift. The days are pretty extensive. Kohe, EBO Kohe
19 is relatively new down here, and we've been doing
20 extensive training, daytime training, nighttime
21 training. Okay. Basically what I've been going over
22 him because he's been here and been boat handling, and
23 knowing the district. So if something comes in, given
24 the reference points, because a lot of time the fire
25 department dispatchers will come in and it's a street
26 address, not as any GPS coordinates. So we've been
27 working extensively on that. So the day before, I'd

1 say we were probably out, I'd say we'd go out
2 approximately three or four hours a day, coming back,
3 eating lunch, sometimes going over information in the
4 afternoon or sometimes just resting up.

5 That day I believe we did that, we had a late
6 lunch because we trained a lot that day, and after
7 lunch we pretty much just waited our relief time was
8 awfully early. I believe I got out of there about 2:30
9 that afternoon. Just go on?

10 MS. BURER: Yes.

11 MR. SEBECK: You know, with the 24-hour off
12 period I was in approximately four o'clock the next
13 afternoon -

14 MS. BURER: The next day being what?

15 MR. SEBECK: Saturday.

16 MS. BURER: Okay.

17 MR. SEBECK: Okay, night work, as a rule I do
18 all the cooking, so I was in the kitchen, preparing
19 dinner. We had a storm that looked like it was pretty
20 ... obvious it was going to be coming, but the winds
21 picked out. So first we secured the house, any open
22 windows, I went out to check everybody's truck or car
23 to make sure all the windows were up, returned to the
24 station.

25 Once I returned to the station, rain began
26 followed by I mean a strong wind. The rain was
27 literally going vertical. I mean the wind was that

1 bad. At which time I was still preparing the meal,
2 and of course I had one eye on the storm, you know,
3 because I mean it's something to see when it comes in
4 like that.

5 I'd say approximately four o'clock EBA West,
6 I believe Pilot West, who was in charge of the big
7 boat, piloting the big boat, that ship, was upstairs on
8 the treadmill. He stopped to go to the bathroom. When
9 you're standing in the urinal in our bathroom, you're
10 looking straight out into the harbor, and he proceeded
11 down the steps, come down and said you guys better get
12 suited up, looks like we have an overturned boat out
13 there.

14 Me and Kohe immediately responded. We were
15 running out the door when the gong went off. The gong
16 is in reference to the firehouse bell. When the gong
17 comes over, that is really ... something's coming over.
18 But we didn't wait for any print out, we didn't wait
19 for any further information, we just proceeded straight
20 out because of the urgency of the situation.

21 Kohe was behind the wheel. I untied at that
22 time. We headed just basically straight across the
23 harbor towards - that was -- to pick a reference point,
24 let's just say the fuel tanks that are directly across
25 from our station. We went out, us and a naval reserve
26 LST were pretty much and neck and neck. He proceeded
27 to the north side of the overturned vessel, so then we

1 just proceeded to take the south side.

2 The wind, extreme wind at the time. There
3 was a lot of confusion at this time. People on the
4 boat, on the LST were also screaming that people were
5 trapped. I proceeded to tell the coxun (ph) or pilot
6 of the LST that we didn't have any ... except but one
7 board. So I went with that as my best option, rather
8 than put on a full weather suit, I was going to attempt
9 to get under the vessel and I didn't want to have on a
10 full suit because I had a whole suit in case I got
11 trapped underneath, it's much easier, I just put on the
12 light vest, skier-style light vest.

13 Went in the water and I got the first person
14 that I came to, and I did not get a name or anything
15 like that. She was already unconscious and not
16 breathing at that time. My partner, although he had
17 the diver ladder out, said if he swung around in a
18 circle, and keep in mind we had very high winds at this
19 time, I proceeded to secure the lady, hold her head
20 above water until EBO Kohe was on a direct approach
21 pattern, at which time I grabbed her by the rear of her
22 belt - she had pants on - and when he swung by, I tried
23 to do a hook, a ladder hook and catch the boat, because
24 there was only me and him on the boat at that time. At
25 which time the ladder broke, the boarding ladder broke
26 and I don't know if the lady ... or I lost my grip, but
27 I also had a shoulder injury at that time.

1 I was in the water for approximately 20 to
2 25 minutes I would say, so I was feeling pretty -
3 pretty cold. I boarded the vessel. We pulled up to
4 the LST as close as we could, searching for the lady,
5 which - the body which I had dropped, or you know, I
6 didn't have no garment secured to me, we couldn't get
7 on the vessel.

8 When the Captain of the LST said that they
9 had a young girl on board in full arrest, at which time
10 I told Kohe - he's trained as a paramedic - he was a
11 paramedic in the field before he come on the boat, I
12 figured he could give better medical attention than
13 myself. I took control of the vessel, Bart Kohe
14 secured the girl, got her on board, did CPR as we
15 responded back to the west slip of fire boat number
16 one, which is our station, our normal tie-off place.

17 At which time the young girl was passed off
18 to the paramedics who were waiting at the pier, and I
19 do believe, there was two to three firemen boarded our
20 vessel to assist with manpower.

21 We returned to the LST, at which time the
22 lady which I had tried to get aboard our boat was
23 aboard the LST in a full cardiac arrest. I disembarked
24 the - the rescue boat and boarded the LST. I had some
25 extra hands on our boat and Kohe was fine with handling
26 the boat, at which time I continued CPR and Bart threw
27 me a rebreather bag, so nobody would have to do mouth-

1 to-mouth. I took over resuscitation efforts at that
2 time.

3 I had Bart off the rescue boat to help us
4 with what they call a ... rescue, which is a wire mesh
5 basket to put a person in with floatation device, on
6 the one we have. Bart made another approach, CPR was
7 being continued. We got that lady on board the rescue
8 boat, at which time Bart and the firemen on the boat
9 came over to - I believe, I was not on board - but I
10 believe to our pier, and from there I can't tell you
11 any further what was with the rescue boat because I was
12 on the LST.

13 MS. BURER: That's fine.

14 MR. SEBECK: We had several injuries on
15 board. I had a lady with a broken arm, and a, I
16 believe, it came out to be a fractured shoulder. I had
17 one man with a head laceration. I had several
18 hypothermia cases all at the same time, and I made the
19 decision just to stay with the LST. I did not have a
20 medic bag. The only thing I had was a rebreather bag
21 as far as medical goes. Nobody else was in full vest
22 at that time on that vessel, so I just proceeded to try
23 to calm everybody and get them to shore, which we did.

24 MS. BURER: Uh-huh.

25 MR. SEBECK: Let me - let me retract a
26 statement here. I'm trying to think of what it was -
27 the lady - no, I did not pass her back to Kohe and him

1 bring her back. She remained on the LST and we passed
2 her off the LST onto the Naval Reserve pier. I'm
3 afraid this is all a little fuzzy. I mean, please give
4 me a benefit here. I was probably in that water for 25
5 minutes, plus the stress of the moment. But we did the
6 CPR there, and I do believe we passed her on to the
7 pier off the LST.

8 MS. BURER: Okay.

9 MR. SEBECK: ... get it straight.

10 MS. BURER: How long do you think it took for
11 you to arrive on the scene?

12 MS. BURER: Three minutes. From the hit of
13 the gong, which - which came in at 4:03 p.m., 1703.
14 1603.

15 MS. BURER: Okay, 1603, then three minutes to
16 arrive on the scene. Okay. And what did you exactly
17 see when you first arrived on scene? Because you were
18 the passenger in the boat -

19 MR. SEBECK: Right.

20 MS. BURER: Right, so, when you were
21 responding to the scene, what did you see in front of
22 you?

23 MR. SEBECK: Okay. What I had seen was us
24 heading in a northerly direction to the scene. The LST
25 was coming roughly from a western direction. The two
26 vessels were going to cross paths so we yielded the
27 right of way. Turned off to our starboard side, I

1 believe. The LST turned around, went north of the
2 pontoon boat. The pontoons were facing an east-west
3 direction.

4 The operator of the LST lowered the - I guess
5 you would call it the boarding platform, I'm not sure
6 of the military terms, okay, but they basically had
7 lowered it and come up against the one pontoon to hold
8 it off, to keep it from going adrift. Okay.

9 Me and the other captain were having a
10 conversation at which time - probably closer to yelling
11 than a conversation - but just trying to get some kind
12 of game plan that we all wanted to do. I was told that
13 there was possibly people trapped. Like I said, I
14 informed him that we didn't have a diver on board. At
15 which time when I seen the one body floating is when I
16 went into the water.

17 But we were basically south of the pontoon,
18 which was overturned, with the pontoons up, many of the
19 people holding on the sides, and a few people actually
20 straddled onto the pontoons.

21 MS. BURER: Do you recall how many were
22 straddling on the pontoon?

23 MR. SEBECK: At least three.

24 MS. BURER: And how many do you think were in
25 the water? Do you recall?

26 MR. SEBECK: Well, when we pulled up, I'd say
27 - I'm going to estimate ten people. Because the able

1 bodied, that weren't in too bad a shape from the
2 hypothermia and everything, it seemed to be the LST
3 operator calling them up there, so I wasn't sure who
4 was who - who was personnel from the naval reserve -
5 you know, some of the guys had pretty much undressed,
6 you know, in anticipation of going in.

7 MS. BURER: Right. Did you encounter any
8 debris while you were -

9 MR. SEBECK: Oh, yes. Oh, yes.

10 MS. BURER: What kind?

11 MR. SEBECK: We encountered debris, but
12 nothing that would have been in their direct path of
13 response, because the wind was basically coming out of
14 the southwest, like I said, this was a real strong wind
15 that was blowing, and the debris - as soon as the LST
16 pulled up they secured a line onto it, so that the
17 debris was all floating away from the ship, from the
18 vessel. You know, a lot of life preservers, odds and
19 ends of equipment, but it was still relatively close to
20 the vessel at that time.

21 MS. BURER: You had figured earlier that you
22 were in the water approximately 20 to 25 minutes. Do
23 you consider yourself a good swimmer?

24 MR. SEBECK: Yes, ma'am.

25 MS. BURER: Okay. And by the time you
26 actually boarded back onto your craft, had you drifted
27 at all?

1 MR. SEBECK: Yes, yes.

2 MS. BURER: Can you give you a landmark of
3 where you ended up actually boarding back onto your
4 vessel?

5 MR. SEBECK: Okay, on the - the - I don't
6 know wind direction, okay, this is probably why it
7 seemed we were drifting in different directions is what
8 it appeared to me. But initially when I had the body,
9 okay, and I tried to do the arm hook, I was in very
10 close proximity to the LST. When the ladder snapped
11 and like I said, I was injured too, I was still in the
12 water and Bart had no choice but to make another
13 circle, another approach to try to get me on board.

14 Now, the way it appeared to me was that I was
15 drifting toward the inner harbor, that I was drifting
16 west. Now that could be one of two things. It's just
17 probably that I was probably more still than the LST
18 and the boat at that time, because I was below water
19 and they were above water, okay, which actually, I was
20 probably being still and the boat was floating away
21 from me - the LST and the pontoon, when I say that.

22 Bart circled around, come back, and I
23 boarded.

24 MS. BURER: Do you remember any landmarks
25 when you were just -

26 MR. SEBECK: Pier one.

27 MS. BURER: Pier one?

1 MR. SEBECK: Yes, which is a pier that
2 extends just east of the base house where the Mary Lynn
3 is kept.

4 MS. BURER: As far as on the daily routine or
5 during your shift, when you are assigned to the marine
6 division, how does that work with listening to the
7 channels - the weather channels or whatever is
8 accessible to you?

9 MR. SEBECK: Well, as far as weather channel
10 goes, okay, basically , I do with the ... just on
11 channel two. We listen to - you know, especially if
12 something is expected. I watch the news. I watch the
13 weather and the news just like everybody else, but if
14 they're calling for something exceptional, you know, we
15 do that. We also keep a record of water temperature
16 and air temperature and what we try to keep with as a
17 rule of thumb is anytime you add the two together and
18 it comes up to less than one hundred degrees, then it's
19 call to wear full floatation survivor suit.

20 MS. BURER: Okay.

21 MR. SEBECK: As far as channels go, of course
22 any time we're on the air, we're in direct contact -
23 Coast Guard has our number. We're always in direct
24 contact with the Baltimore City dispatch and you know,
25 should we go in service on the air, -- when I say on
26 the air, we're still available to take calls over ...
27 station. We always monitor air channel 18, and we

1 always monitor 16 when we're on scan break course.

2 One or the other.

3 MS. BURER: Do you have any of the fire boats
4 - I believe from what I understood from ... four
5 fireboats total?

6 MR. SEBECK: That's true.

7 MS. BURER: Do any of them use the GPS
8 system?

9 MR. SEBECK: Yes, the two brand new ones
10 which were delivered in September - I don't remember
11 the exact day, from Sea Arks and there is a - there is
12 a total of five fire boats. We have two Sea Arks, the
13 Tommy D'Allessandro, which I believe is 105-foot. We
14 have the Grady, which is an 85-footer, and the boat
15 that was put out of service, the Boston -- 27-foot
16 Boston Whaler was parked behind our station, was
17 supposed to have went to Anne Arundle County in trade
18 for some type of rescue wagon, and I'm not sure what
19 happened to that, but that's a different department.

20 MS. BURER: Okay, so the Boston Whaler, which
21 is out of service, that's one of your boats. You have
22 the two 32-foot, and the Sea Arks?

23 MR. SEBECK: The Sea Arks, that's correct.
24 They were delivered in September and put into service
25 right about the first of the year. I don't remember
26 the exact date.

27 MS. BURER: And then you have one 101 footer?

1 MR. SEBECK: Yes, the Thomas D'Allessandro.

2 MS. BURER: And then one 85-footer, which is
3 the -

4 MR. SEBECK: The Grady, yes, ma'am.

5 MS. BURER: Okay. And that's - was that used
6 during the incident?

7 MR. SEBECK: Yes, ma'am. I do believe
8 D'Allessandro was the one that responded. I wasn't on
9 that vessel.

10 MS. BURER: Okay, and who has the GPS
11 systems?

12 MR. SEBECK: The Tommy has a GPS, and both
13 Sea Arks at the present time have the GPS system. The
14 only boat that don't have the GPS, I think, is the one
15 that's out of service, but it's basically gotten traded
16 away.

17 MS. BURER: Did you all use it in the rescue?

18 MR. SEBECK: No, I mean there was absolutely
19 no need. I mean everything was in visual, you know. I
20 mean Joe - Joe come running down the steps and said
21 look, get out on the porch and take a look, I think we
22 have people in the water. I mean there was, if
23 anything, we got on the scene, and like I said, and it
24 was yelling and screaming. The only thing possible
25 would have been just to hit the MOB - you know, man
26 overboard feature on that which will give you a way
27 from it. But we didn't. Obviously, Bart was more

1 concerned about operating the boat. We still had
2 people in the water. His main concern was not to hit
3 anybody, not to run anybody, including myself, over.

4 MS. BURER: Right. Okay.

5 MR. SEBECK: And like I said, I kind of had
6 my plate full.

7 MS. BURER: Right. Okay. I don't have any
8 questions at this time. Lieutenant, do you have
9 something?

10 LT. BARANOWSKI: Lieutenant Scott Baranowski,
11 Coast Guard. The vessel that you responded in, what
12 was that vessel again? The fire boat?

13 MR. SEBECK: I was on the fire rescue boat
14 number two.

15 LT. BARANOWSKI: And description of that
16 vessel?

17 MR. SEBECK: Thirty-two foot Sea Ark.
18 Aluminum hull, full cab, twin Honda 225 four-stroke
19 motors, gasoline powered generator, 1200 gallon a
20 minute held fire pump, and various rescue and medical
21 equipment, fire fighting equipment on board.

22 LT. BARANOWSKI: And the other vessel went
23 out shortly thereafter, on the pier. And which one was
24 that - that vessel?

25 MR. SEBECK: I believe it was the Tom
26 D'Allessandro, but I forgot was the vessel which I
27 believe was in service at that time that day, but I

1 can't tell you with certain certainty.

2 LT. BARANOWSKI: And how long is that one?

3 MR. SEBECK: A hundred and five foot.

4 MS. BURER: Hundred and five?

5 MR. SEBECK: If that's a question, the best
6 one to ask would be the marine power brass, the one who
7 originally seen the incident, okay, because he was
8 piloting that vessel that day.

9 LT. BARANOWSKI: You said the landmark was
10 pier one. When did you see pier one as a landmark?

11 MR. SEBECK: Upon approaching the overturned
12 pontoon boat vessel. I am extremely familiar - you can
13 point to buildings out here out front and I can tell
14 you the street addresses. I'll be quite extensive and
15 people working with me or under me know where they're
16 going, I mean without a doubt, whether it comes in as a
17 reading or as a street address, which many of ours do,
18 that certain landmarks I absolutely know, that they
19 must know the addresses. From the visual I can tell
20 you pretty much what is in that building, what they do,
21 et cetera, et cetera.

22 LT. BARANOWSKI: When you were responding,
23 the direction you thought the navy vessel was
24 proceeding, would you explain the directions out there,
25 the coming from and heading.

26 MR. SEBECK: From the west to the east. They
27 were coming from towards - just to put it real simple,

1 we were heading direct north from here to the
2 opposite shore, pretty much straight out, okay. Maybe
3 a little bit northeast. And I'd say they were coming
4 in a westerly direction, coming from the inner harbor,
5 going towards the Key Bridge.

6 LT. BARANOWSKI: What's the name of your
7 station here?

8 MR. SEBECK: Fort McHenry Station, fire boat
9 company.

10 LT. BARANOWSKI: Fort McHenry Station, fire
11 boat number what?

12 MR. SEBECK: What's that?

13 LT. BARANOWSKI: Fort McHenry Station?

14 MR. SEBECK: Fire boat number one.

15 LT. BARANOWSKI: Fire boat number one?

16 MR. SEBECK: Yes, sir.

17 LT. BARANOWSKI: And who is the - what's your
18 major duties at the station? What is your, for the
19 fire boat number one station, what is - what is its
20 duty?

21 MR. SEBECK: ...

22 LT. BARANOWSKI: But as far as the fire
23 station involved with the fire department, what major
24 function? What's the major reason for the fire station
25 being there?

26 MR. SEBECK: Marine rescue, okay, marine
27 fire. We also work as a dive platform for the dive

1 team. Water pump inspection. We've done numerous
2 other things too, okay, just to give you one example,
3 out of the norm. One day on the 800 megahertz
4 communication system which comes right across where the
5 Hanover Street bridge is, take the ... out so that they
6 could make plans on how they wanted to run the cable,
7 et cetera.

8 The stand-bys were any time that you're going
9 to have fireworks, okay, they'll stand by just in case
10 any of them might explode, any accidents, any of them
11 don't completely extinguish before they hit the ground,
12 which in this ... is always shot from a barge over
13 water, you know, to protect the boats - the surrounding
14 properties, et cetera. We also respond to any hazmat
15 incidents in the water.

16 We've had body retrievals. We've live body
17 retrievals, like we were up there when had the seven
18 jumpers off the ... vessel - we'll assist police out
19 there if they need our help, maybe even more now since
20 we have the ... on this boat.

21 LT. BARANOWSKI: Approximately how much time
22 ... prior to picking up the first victim?

23 MR. SEBECK: I'd say five minutes.

24 LT. BARANOWSKI: And that victim was? A brief
25 description of the victim again?

26 MR. SEBECK: I'd say a lady in her thirties
27 would be my best guess. I'm not very good at guessing

1 ages. I'd say weight, approximately 230. A heavier-
2 set lady, dark hair, black pants, shoulder length hair,
3 and all she had on was long black pants and bra at the
4 time.

5 LT. BARANOWSKI: The second victim, after
6 coming back to the scene, the second victim?

7 MR. SEBECK: I would guess approximately a
8 female, eight to ten years old. If I remember right, I
9 remember some pinkish clothing, which I believe was a
10 blouse. My main concern was her was, of course, we
11 were getting a lot of discharge from nose and mouth at
12 that time, being both water and phlegm. Like I say,
13 Kobe took over with the CPR. That's when I piloted the
14 boat and got it back in the station. If my memory's a
15 little vague on that, okay, well it's because of the
16 conditions at the time.

17 LT. BARANOWSKI: No further questions.

18 MS. BURER: I have one more question.

19 MR. SEBECK: Yes, ma'am.

20 MS. BURER: Just to clarify.

21 MR. SEBECK: Sure, sure.

22 MS. BURER: That particular pier, is that
23 called Fort McHenry Station?

24 MR. SEBECK: Which pier are we talking about?

25 MS. BURER: The pier that's right here.

26 MR. SEBECK: The one fire boat uses?

27 MS. BURER: Yes.

1 MR. SEBECK: No, ma'am. That is referred
2 to as the fire boat pier, which the water taxi had
3 gained access to its use after Hurricane Isabel and the
4 Fort McHenry pier was destroyed.

5 MS. BURER: Before Isabel, they -

6 MR. SEBECK: Used the Fort McHenry pier. It
7 remains - when I say remains - its pilings, its
8 stringers are still there, but most of the cross-boards
9 were washed away.

10 And, I mean, I'm obviously sitting here and
11 I'm talking to a Safety Board, okay, one thing I don't
12 - I really can't see having a private company having
13 access and use of our pier, because I mean we're
14 supposed to respond to emergencies, and they have -
15 what do one of these vessels hold? 25 people at a time
16 - marching up that pier while we're trying to respond
17 to respond to emergencies running down the pier. Okay.
18 There's equipment, there's a lift that we had just
19 taken out sitting on the pier. What if somebody trips?
20 I can't see that being accessible for a private company
21 for ... usage. I can't see it.

22 MS. BURER: Do you know how they gained
23 access to the pier?

24 MR. SEBECK: They come up, okay, from the
25 pontoon boat, really has boarding steps or some type of
26 boarding mechanism, depending on which vessel and how
27 high it sits in the water - they just come up right

1 into that harbor end of the pier, just nose up to it,
2 leave their motors in forward and try to hold on
3 station while they're doing that. While the people are
4 boarding and disembarking.

5 MS. BURER: Since you're neighbors with naval
6 rescue center, do you all do any kind of drills
7 together or training, or exercises or familiarizations
8 of different equipment that each of you have?

9 MR. SEBECK: Not really.

10 MS. BURER: No?

11 MR. SEBECK: No. Although in - you're
12 probably talking to ... this, between me and these
13 people here, and those over there and those up there,
14 I'm in quite close contact with all of them, just about
15 every day. I know just about everybody out there on a
16 first name basis, you know.

17 MS. BURER: Right.

18 MR. SEBECK: At the naval reserve center,
19 there's a little more distance from us because it's a
20 military organization, that goes without saying, you
21 know.

22 MS. BURER: Do you recall what the
23 temperatures were?

24 MR. SEBECK: Okay, during the day - this was
25 - this was the big kicker to this accident - I would
26 say approximately 65 degree air temperature, clear
27 skies, which it was the first major break we've had in

1 the weather. Let's just say this winter was
2 undesirable at best. I mean snow doesn't even bother
3 me, but with all the ice, people's been crowded
4 indoors, it was the first nice day, truly nice day
5 we've had in a while, which brought a lot of people
6 out. Then, as far as the weather, it clouded up, and
7 then when I mean to tell you this breaker system,
8 squall, whatever you want to refer to it, I mean it
9 blew up in a hurry. In a hurry.

10 By the time you actually notice the wind
11 picking up, I mean it didn't just start with a light
12 breeze. When it started blowing, it started blowing,
13 and it started with just a light wave. We even
14 commented on it in the house about, man, look at that.
15 At which time we secured all windows on land, cars and
16 trucks.

17 MS. BURER: Do you know about the water
18 temperature for that day?

19 MR. SEBECK: Surface temperature - 43
20 degrees, I believe.

21 MS. BURER: And at what time was that taken,
22 do you know?

23 MR. SEBECK: Dinner. A lot of times I will
24 - it's on the back page of the Maryland section of the
25 Baltimore Sun - I'll get mine ... it's going to give an
26 overall picture. I'll look at that and also has the
27 tide tables there. I don't remember what time high or

1 low tide was that day.

2 MS. BURER: Okay. Just going back to my
3 notes just to make sure I have everything.

4 MR. SEBECK: Yes, ma'am.

5 MS. BURER: When you first talked, you said
6 the oil tanks as a reference, and then the second time
7 it's pier one as a reference, is -

8 MR. SEBECK: One's right next to the other.
9 If you want to go out front, okay, you can go out and
10 take a look. There was also, like I said, the snapshot
11 taken at 4:15 p.m.

12 MS. BURER: Right. How far would you
13 estimate that the scene was from your pier?

14 MR. SEBECK: From my pier I would say three
15 quarters of the way to the other side. So in other
16 words, on the north side of the channel.

17 MS. BURER: On the north -

18 MR. SEBECK: Which would be a distance of -
19 I'm just giving you a rough guess here -

20 MS. BURER: Right.

21 MR. SEBECK: -- so bear with me - three-
22 quarter out -

23 MS. BURER: You said three quarter to the
24 other side, right?

25 MR. SEBECK: From here.

26 MS. BURER: From your pier it would be about
27 three-quarter mile?

1 MR. SEBECK: -- mile - a quarter mile from
2 pier one to the incident. So when I say three quarter
3 of the way across, I'm referring to three-quarters of
4 the way from Fort McHenry, three quarter mile, the
5 incident, one quarter mile opposite shore.

6 MS. BURER: Okay. Okay, got it.

7 MR. SEBECK: Three quarters ... depending on
8 which shore you're talking about.

9 MS. BURER: Okay, and how long did that take
10 for you all to respond to the incident?

11 MR. SEBECK: I'd say approximately three
12 minutes.

13 MS. BURER: Okay, all right. And then you
14 were on scene approximately five minutes before -

15 MR. SEBECK: Right, before I went in.

16 MS. BURER: Okay.

17 MR. SEBECK: The first time.

18 MS. BURER: Okay.

19 MR. SEBECK: What we were trying to do there
20 is ascertain any information. We were listening to
21 people in the boat screaming at us, and the other
22 Captain and trying to assess the situation and do the
23 overall best as we could.

24 MS. BURER: Okay, I don't have any further
25 questions. Lieutenant, do you have any questions?

26 MR. SEBECK: Just while ... any further
27 information that you need, the station phone

1 number is 410-396-1239. You have my name, you have
2 Kobe's name. The highest ranking officer at this
3 station is Captain Jim Smith. And if I could possibly
4 get a card, ma'am? If I remember anything that I may
5 have forgotten, or if me and Bart get back together and
6 come up with something that either one of us may have
7 forgot, where we feel that we'd like to talk to you to
8 clarify further, then I will have that option.

9 MS. BURER: Yes, of course, of course.

10 MR. SEBECK: The main thing is, it was a
11 whole lot of confusion, a whole lot of yelling, a whole
12 lot of screaming going on. Like I said, I had both the
13 wind and the weather, and I had the water temperature
14 because I was in for quite a while, you know, these are
15 all factors that - you know, I'm giving you everything
16 as clear as I possibly can, but should something come
17 to me later, I will contact you immediately and say,
18 hey, Mary, we forgot this. It is Mary?

19 MS. BURER: No, my name actually is Mariette,
20 but you can call me Mary, that's fine. People have
21 done that before, it's no big deal.

22 MR. SEBECK: Okay, well, like I said,
23 anything that should come to mind, you'll know it.

24 MS. BURER: Yes, that's fine. That's
25 perfect. Then I would like you to acknowledge that
26 this conversation has been tape recorded.

27 MR. SEBECK: Yes, ma'am.

1 MS. BURER: Thank you.

2 (Whereupon, the interview in the above
3 caption matter was concluded.)

4